



Transportation Update

May 2002

State Budget Problems Affect Transportation

As a result of the State's financial problems, the Governor and Legislature are considering cuts and shifts in transportation resources as follows:

- A reduction in Caltrans staff funding by \$38.1 million and 550 positions. The impact on the delivery of projects in the adopted 2002 STIP is not clear.
- Loan \$50 million in the current year from the State Highway Account to the general fund. The State Constitution requires that these funds be repaid within three years with interest.
- A loan to the general fund of \$1.045 billion from the Traffic Congestion Relief Fund. Between the current year transfer of \$238 million and next year, nearly all of the \$1.6 billion in general fund surplus used to establish the TCRF has been taken back. "No projects will be delayed as a result of this loan," according to the Governor. This is made possible by transferring \$474 million from the State Highway Account and \$100 million from the Public Transit Account into the TCRF.
- A reduction in State Transit Assistance funding by an additional \$17.3 million. This cuts STA to \$98 million for 2002-03. This reduction is due to lower diesel fuel prices and the adoption of diesel fuel sales tax exemption for agriculture.
- Delete the ERAF exemption for redevelopment agencies and multi-county special districts, such as BART

and AC Transit. Currently the statewide amounts that would be transferred to ERAF are \$75 million per year from redevelopment agencies and \$45 million per year from multi-county special districts. The impact on BART and AC Transit is yet to be determined.

I-580 Corridor Update

BART and the Alameda County CMA are nearing completion of the study of transit options in the I-580 corridor through the Livermore Valley. Bus, BART and light rail options have been evaluated. Final recommendations are expected at a meeting of the Policy Advisory Committee scheduled for July 9, 2002.

In partnership with Caltrans, the CMA is managing the preparation of an environmental document for a proposed carpool lane on I-580 between Pleasanton-Dublin and Livermore. Work on the environmental phase began in May. A draft document is scheduled to be released in summer 2004.

I-680 Carpool Lane Project Update

At its May meeting, the CMA Board approved contracts for construction management, design and environmental support services that will assist Caltrans with the completion of improvements in the I-680 corridor. The CMA is partnering with Caltrans to expedite these improvements by contracting for services and in some cases contracting for construction. An auxiliary lane has already been opened

and an interim southbound carpool lane is scheduled to be opened in late 2002.

Project “At Risk” Report Available

A report on the status of state and federally funded projects in Alameda County was presented to the CMA in May. Call the CMA offices for copies.

Legislation

SCA 11 (Murray). This measure would require any loan of motor vehicle fuel and vehicle-related revenues or trust funds to any state fund to be repaid in a timely manner and with interest, if not repaid within the same fiscal year as the loan. The CMA supports this measure.

SB 1635 (Figueroa). This bill would allow the approval of an alternative project in the Route 238 corridor in Hayward subject to certain conditions. The CMA supports this bill and is seeking several amendments to strengthen a consensus.

SB 1213 (Alpert). This bill would restrict Caltrans’ ability to enter into partnerships to deliver transportation projects and would only allow contracting out for specialized services that Caltrans does not have the capability of providing and only to union workers. SB 1213 is contrary to voter direction on Proposition 224 that was defeated by 38% to 62%. In addition, voters have supported public-private partnerships as indicated by passage of Proposition 35 (56% to 44%). The CMA opposes this bill unless it is amended to remove the restrictions on contracting out.

SB 1262 (Torlakson). This bill would require the MTC to be renamed the Bay Area Land Use and Transportation Commission and to assume the land use responsibilities of the Association of Bay

Area Governments. The CMA opposes this bill unless it is amended to return the bill to a study bill as originally introduced. The CMA requests the study consider amending the voting structure of MTC to provide votes in proportion to each county’s population share of the Bay Area and to provide votes for directly elected transit boards.

Deadlines to Note

Federal Funding Programs – Delivery Deadlines

Projects programmed with Cycle II TEA-21 funds must have obligated these funds by September 30, 2002. Failure to comply with this deadline could result in the loss of funds programmed to the project. Sponsors with projects that may have problems with this deadline should contact CMA staff immediately.

Upcoming Meetings

June	3	CMA Administration & Legislation Committee
	3	CMA Plans & Programs Committee
	4	CMA Technical Advisory Committee
	12/13 tbd	CTC (San Bernardino) I-680 Corridor Policy Advisory Committee
	17	Altamont Commuter Express (ACE) Board
	27	CMA Board Meeting
July	2	CMA Technical Advisory Committee
	8	CMA Administration & Legislation Committee
	8	CMA Plans & Programs Committee
	9	I-580 Corridor Policy Advisory Committee

	11	<i>San Pablo Avenue Policy Advisory Committee</i>
	15	<i>Altamont Commuter Express (ACE) Board</i>
	tbd	<i>I-880 Corridor Steering Committee</i>
	17/18	<i>CTC (Bay Area)</i>
<i>August</i>	1	<i>CMA Board Meeting</i>
	21/22	<i>CTC (Los Angeles)</i>

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